

## TWENTY-FIFTH ANNIVERSARY OF FIRST AEROPLANE FLIGHT TO BE OBSERVED AT BADDECK

12.30

Baddeck, N. S., Aug. 2—On August 16th next will be celebrations to signify the 25th anniversary of the first airplane flight in the British Empire which took place over the ice of Baddeck Bay, which memorable event will be suitably marked by the unveiling of a Cairn erected at Baddeck by the historic sites and monuments board of Canada. A programme of events has been worked out which will include exhibitions of flying in the morning, lunch at 1-30 p.m. and the unveiling of the Cairn at 3.30 p.m. His Honor W. H. Covert, Lieutenant Governor of Nova Scotia, is expected to be present along with other government officials and notable personages. Two outstanding men in the history of aviation will also be present, J. A. Douglas McCurdy, a native of Baddeck who on Feb. 23, 1909, made history in Canadian aviation when he flew the first heavier-than-air machine driven by a motor not only in Canada but in the British Empire, and F. W. "Casey" Baldwin, another Canadian who was the first British subject to fly an airplane the year previous at Hammondsport N. Y., which, incidentally, was the first public flight in North America, that of the Wright brothers in 1907 having been in secret.

Baddeck lies across Baddeck Bay from Iona on the C.N.R. and railway officials anticipate that many, particularly from the surrounding district will travel to Baddeck to witness the celebrations.

The history of heavier-than-air transportation goes back to Sir George Cayley in England who more than one hundred years ago discovered the general laws of mechanical flight. He

clearly analyzed the supporting forces at work and conducted a series of experiments to show how a flying machine could be made. He even constructed a machine which could be made to fly. The only thing standing in his way was the lack of suitable motive power. With marvelous foresight he remarked that a new prime motor might be invented in which a mixture of gas and air could be exploded in a cylinder and he then let the matter drop. In 1842 another Englishman, Samuel Henson designed a flying machine propelled by a steam engine which patented. The patent is one of the outstanding documents in aeronautical history. In 1884 Horatio Phillips, in England, worked out the shape of the wing of an airplane. Much work was done on the idea from that date up till the flight of the Wright brothers in 1907, particularly in France. The next great step following the Wright Brothers flight was that of the Frenchman Louis Bleriot across the English channel on July 25, 1909.

A great deal of experimentation was carried on at Baddeck under the direction of the late Dr. Alexander Bell, the inventor of the Telephone, who had associated with him, in addition to "Casey" Baldwin and Douglas McCurdy, the late Lieutenant Thomas Selfridge of the United States army for whom Selfridge air field near Detroit is named. Experiments were carried on with man lifting kites and gliders before a motor was installed in what was really a glider and the first man to ascent on one of the kites was Lieut Selfridge.

## FRANKLIN PARK CAVE EXPLORED, IS NEAR THE CIRCUIT DRIVE

Boston, Aug. 2—A subterranean cave has been discovered in Franklin Park.

Not an underground affair the size of an Eskimo's igloo, but a below-the-earth cavern which is 170 feet long, 60 feet in width and 12 feet high, with about 30 square columns supporting the vaulted roof and a floor of concrete and walls of the same material. The atmosphere of the subterranean room has all the atmosphere of deep dark mystery. The floor is covered with water and slime an inch thick. The walls are clammy to the touch and the echoes of one's voice reverberate back and forth like Rip Van Winkle's Dutch bowlers in the Catskills. The imagination runs riot and follows the yellow, stabbing eye of the flashlight illuminating a thin strip in the darkness. One would almost expect to see buried treasure or a gruesome skeleton. But the lurid imagination is halted with a jerk by the explanation of city engineers that the cave is an old, unused water reservoir, probably built about 50 or 60 years ago. That was the time when similar reservoirs were built throughout the city to hold water for emergency purposes. And, according to the engineers, the capacity of this reservoir would be in the neighborhood of 700,000 gallons.

Down by Ladder

The reporter never laid claim to having any part of an explorer in him, but accepted the invitation of an ERA worker in the park to take a look through the place. The man explained that ERA workers, repaving the road on Hagbourne hill, which runs parallel to Circuit drive, had discovered the cave and after lowering several lanterns down, decided that terra firma was a bit safer than nearly a score of feet south, with juicy slime covering the footing.

The find-outer and the reporter juggled a 25-foot ladder in the manner which would have brought the wrath of a fireman drill school instructor down on their heads; but they succeeded in lowering—or rather dropping—it down the manhole entrance. This manhole marked the discovery of the underground vault, as its presence in the wooded area excited the curiosity of a worker.

The worker descended first, watched by the reporter eagerly, who was a bit wary about the sturdiness of the ladder. No rungs collapsed under the

man's bulk and the scribe lowered himself below the ground level. As soon as he disappeared in the hole, the cold air struck him like an invisible needle shower. It was useless to try to pierce the darkness, so the reporter descended to the last rung, and then stepped off into the squishiest and slimiest muck he had ever encountered. And he had more than once watch pigs wallowing in their pens after a rainstorm.

The ERA worker showed the reporter the fine work done by the persons who constructed the vault. Not a brick had a crack in it, although, as was to be expected, the entire place was damp from seepage.

The corners of the cave were rounded off, which was cleverly done by a master craftsman, inasmuch as the work was done more than a half century ago.

## FIVE BALLOONS START RACE AT BIRMINGHAM

Birmingham, Alabama, August 2—Five huge balloons raced today over the south with cash prize and a place in the international races at Warsaw, on September 23 as the reward.

At the mercy of fickle air currents four of the bags floated up in a northeasterly direction into the darkness from Legion Field here last night. The fifth, the navy entrant went higher and caught a northwest wind.

The winner is determined by the air line distance from the starting field to the point where the balloon lands.

The three balloons making the most distance will win an opportunity to enter the international contest, in which the Gordon Bennett trophy is the prize. In addition first place gets a cash purse of \$700; second, \$500; third, \$300, and fourth \$200.

Hopkinsville, Ky., Aug. 2—Mrs. Esma Taylor's Cow got into John Lantry's garden and got Mrs. Taylor into Court. She was bound over to the Grand Jury on a charge of shooting at a bit wary about the sturdiness of the ladder. She said he had used an ax on her cow.

## FUNERAL SERVICE OF BOSTON DOCTOR WAS NOT HELD

Boston, August 2—While funeral services for Dr. Walter W. Vaughan, were being held in Portsmouth, N.H., Tuesday, numerous persons, including his widow appeared at his home at 400 Crescent street, Waltham, thinking that last rites were to be held there.

The Waltham home was devoid of life except for one of the several cats of Miss Lilah Vaughan that looked down on visitors from a third story window in the large house. The sight of a floral piece which had been left on the front steps caused passersby and friends of the family to stare.

The services were conducted at the Vaughan summer home at Portsmouth Dr. Edgar S. Brigham of Boston University officiated. Miss Lilah Vaughan, sister of the deceased, is a professor of economics at the same university.

Mrs. Margaret M. Vaughan, who claims she is not the widow of the former Newton Centre dentist since her divorce decree has not become absolute, said Tuesday that she had been unable to learn where the funeral was to be held. She said she had been unable to locate Dr. Vaughan's sister or his father, James P. Vaughan.

Taking her first legal step in the matter since a futile attempt to gain possession of Dr. Vaughan's body on Sunday, Mrs. Vaughan Tuesday requested police to bar everyone from her late husband's office at 70 Langley road, Newton Centre, until an administrator had been appointed for his estate. A special lock was later put on the door.

Dr. Vaughan, according to friends, had a wide and profitable practice, numbering many well-to-do families in Boston suburbs among his clients. Mrs. Vaughan formerly worked in his

office as a clerical assistant. She is now living at 8 Edgewood street, Needham, with her year-old son, Walter W. Vaughan, Jr.

Dr. Vaughan who was 34, died in the Newton Hospital after an appendicitis operation. He was graduated from Waltham High School in 1918 and from Harvard Dental School in 1922. He has lectured at the Harvard Dental School and has been affiliated with the Children's Hospital.

According to neighbors a casket was taken from the Waltham home early Monday morning, a few hours after Mrs. Vaughan had appeared at the house to claim her husband's body. During the past two days friends have appeared at the home and telephoned the undertaking parlors of A. E. Long & Sons of Cambridge seeking to learn where they could pay their respects at Dr. Vaughan's bier.

## DILLINGER ORGANS AND BRAIN STUDIED

Chicago, Aug. 2—Coroner Frank J. Walsh said today that scientists under his direction were studying portions of the brain and vital organs of the slain John Dillinger.

The official said one or two ounces of the arch-criminal's brain and parts of his lungs, heart and kidneys had been removed during a post-mortem examination conducted shortly after he was shot to death.

These were subjected to a minute scrutiny by pathologists for traces of abnormality or disease which might have had some influence on Dillinger's anti-social tendencies. A report on their findings will be made soon, the Coroner said.

Usually a thinker can't be as eloquent when he talks as when he writes.

## BRANTFORD MAN CAN STOP RAIN

Brantford, Ont., Aug. 2—Brantford has its rainmaker, but unlike the Indian medicine man of Fairfax, Okla., he claims that he produces storms, not mere sprinklings. He is Frank Clark who says that he has spent 15 years completing a device that draws moisture from the heavens.

Clark declared that he had his device "on" for only four hours two days ago and "brought the storm."

"It is a clever machine that will draw a storm whenever one is near," Mr. Clark declared. "I have it working and more rain can be expected."

But just a rainmaker is not only what the Brantford man has developed. He maintains it can also receive music—and television is the machine's next forte. It will also produce any kind of weather says he.

"There are several kinds of rainmakers that can be made," continued Mr. Clark, "but only one is perfect and this is it."

The rainmaker, resting in a closet at Mr. Clark's home, is a tangle of wires with a packing box, an aerial and a mysterious boy wrapped with insulating tape. The box is Mr. Clark's own little secret and when asked about it, all he said was: "Well, it won't hurt anyone."

Then the inventor gave the real low down on his contrivance. It is so powerful, he said, only one will be needed on the North American continent. In the winter the weather could be made "to order from day to day." If you want a mild winter it will be supplied for the asking.

Despite the "great power" of the machine, humanity need not worry because it is not dangerous unless it is tampered with. Though the machine has already proved its value, Mr. Clark said, it is not finished yet because of lack of finances.

"I have made it all by myself in my spare time," he said.

## MURDER SUSPECT GIVES HIMSELF UP

Oklahoma City, Aug. 2—Facing murder charges in the death of Miss Marian Mills, former University of Oklahoma beauty queen, Neal Myers, young pharmacy student, surrendered to his attorney here today after eluding officers for three weeks.

Tired and worn from his wanderings in three states, the 21-year-old university student appeared at the home of his attorney, W. P. Morrison, and disclaimed responsibility for the death of Miss Mills at Norman, Okla., on July 10.

"I committed no crime," he cried. "I just couldn't face the disgrace."

Young Myers fled from Norman following the death of the girl at the apartment of Mrs. Hazel Brown, a fraternity house coo. Mrs. Brown told authorities the girl had been taking quack medicines.

## BESSBOROUGH BACK IN QUEBEC

Quebec, Aug. 2—Their Excellencies the Governor-General and the Countess of Bessborough were back at the Vice-Regal quarters in the citadel today after a 24-hour cruise down the river to the Saguenay aboard the Canadian Government steamer Lady Grey. They will be hosts for a few days to Lord Alastair, of London, Eng., who has arrived at the Citadel.

This evening their Excellencies, attended by Sir M. Culme-Seymour, Capt. E. C. Colville and Mrs. Gordon Ives, will dine with the Lieutenant-Governor and Madame Patenaude at Spencer Wood.

You can tell when a man has arrived. Just notice the old friends praying for his downfall.

SAFETY  
SPEED  
COMFORT  
SERVICE



## There is No Substitute for Safety . . . . . at any Price.

It is easy to take for granted the safety of railway travel—easy, amid the excitement and pleasure of a holiday trip or in the commonplace run to and from business, to be oblivious to all the care and labour which go to make railway journeys the safest means of transportation in the world. Yet it should receive more than a passing thought from the travelling public, for it represents what is perhaps the greatest achievement of railroading.

To ensure the maximum of safety the highest demands are made on personnel and material. All operating employees must be in perfect physical condition and strict medical examinations are regularly made. They must further be skilled in their various occupations. In many passenger train crews will be found men who have spent more than twenty years in faithful service and have thereby acquired knowledge, resource, and dependability. The lessons which experience has taught are embodied in rules with which each operating employee is familiar, and in regard to which implicit obedience is imperative.

Behind all this, however, is a more important factor—the railwaymen themselves. No system, however carefully thought out, can be better than the men whose duty it is to administer it. Because of this, Canadian National employees are pledged, as their first consideration in all circumstances, to the strict observance of all rules and the prompt and faithful performance of all actions which make for safety of life and property.

This safety of railway travel is, therefore, no casual matter. It is the result of the adoption of the most rigorous standards and the application at all seasons and times of one principle—that nothing will be tolerated in railway operation which is not safe . . . . no shortcuts . . . . no experiments . . . . no substitutes.

At this season of the year when travel in all its forms is at its peak and highways are crowded, this matter of safety is of unusual importance. It should receive the serious consideration of the traveller, whether for long or short distances. Such consideration will show another and powerful reason for travelling by the C. N. R.

During 1933, of 9,434,812 passengers carried, not a single life was lost on the Canadian National Railways trains through collision, derailment, or failure of equipment.

# CANADIAN NATIONAL